



Inspector's Daily Report

IDR Sheet	1	of	1	Sheets	Final Record Book	Page
Contract	C-7852			Day	Wednesday	
				Date	September 29, 2010	

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

7:00 am - 11:00 am

I arrived on-site around 7:00 am and met with Brad Schut on the west end of the project. I performed a quick walk-through from the highway to assess the highway cut slope in an attempt to see if any damage had occurred from the previous night's blast. It appeared that the highway cut slope was in good condition and received little to no damage from the blast.

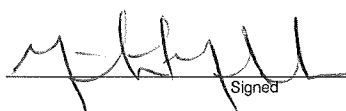
Brad, Rocki Bishop, and I walked up slope to perform the lift inspection from approximate station 1332+60 to 1334+25 to approximate elevation 2635 MSL as requested by the contractor the previous afternoon. We located 14 Type H Rock Dowels and 8 Type L Spot Dowels (Figure 1). Norm Norrish arrived during our lift inspection and assisted us with the locations of the rock dowels.

Following our lift inspection, Norm and I walked the site to assess the existing highway cut slope and to determine any scaling locations for Pacific Blasting. Brad indicated that the contractor intends on pushing material over the crest of the slope this upcoming weekend. Norm and I determined that scaling should be performed following this work so Pacific Blasting could scale any loose debris that may remain on the crest of the slope following the planned debris removal this weekend. Norm indicated that he would meet me on-site next Tuesday (10/5) and we could identify scaling locations at that time.

I drove to the Hyak office to download photos and work on my IDR.

Norm arrived at the Hyak office around 12:00 pm and confirmed that he would be on-site next Tuesday. He also indicated that Jerry Dilley would also be on-site next week to visually inspect the new cut slopes following the recent blasts.

Brad Schut arrived at the Hyak office and indicated that he and Rocki located 7 additional pattern dowels on either end of our most recent lift inspection (4 pattern dowels from station 1332+00 to 1332+60 and 3 pattern dowels from station 1334+25 to 1335+00). Brad also indicated that no additional geotechnical assistance was needed for the rest of the day. I left the Hyak office around 1:00 pm.



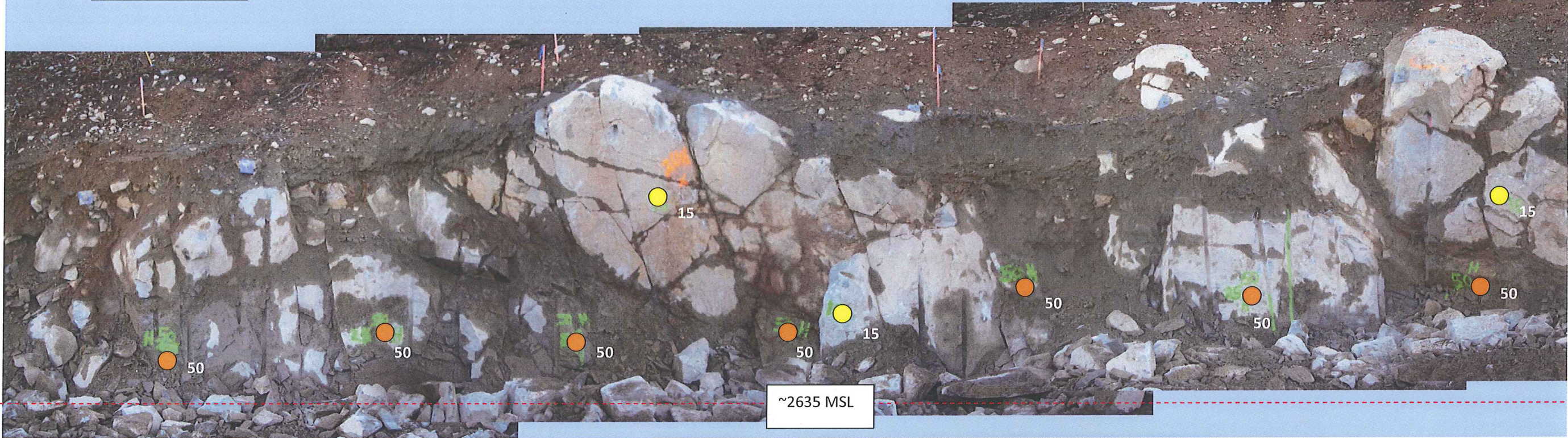
Signed

Michael P. Mulhern

Inspector

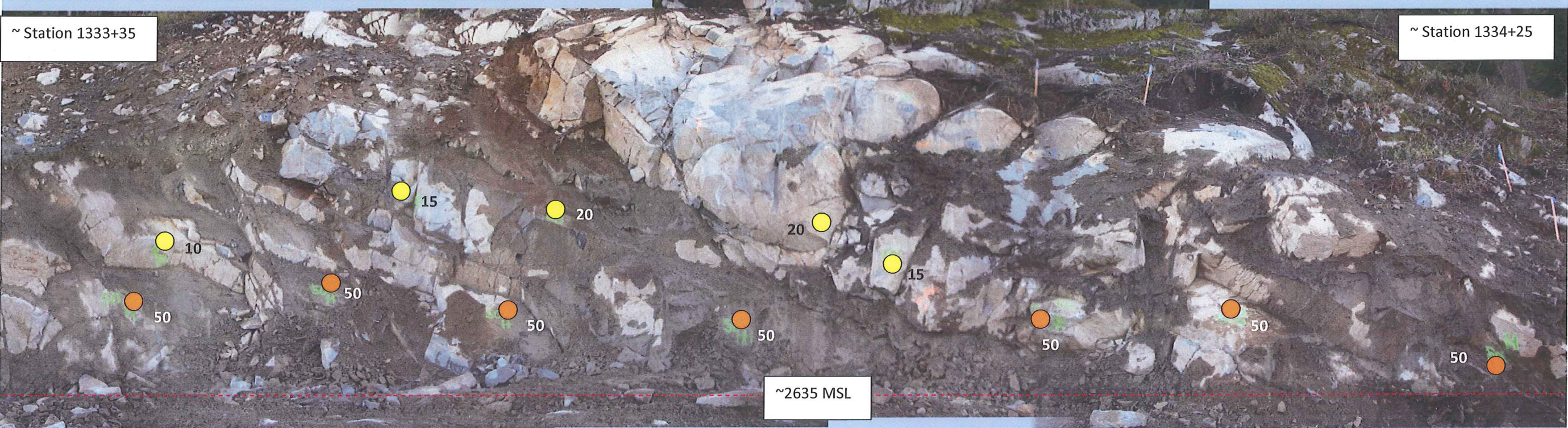
~ Station 1332+60

~ Station 1333+35



~ Station 1333+35

~ Station 1334+25



50 Type H Rock Dowels (Minimum Length in Feet)

20 Type L Spot Dowels (Minimum Length in Feet)